

To-day's
Advertisements.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"YUENSANG,"
Captain W. Weddell, will be despatched as
above TO-MORROW, the 3rd instant, at 3 P.M.
instead of as previously advertised.
This Steamer has Superior Accommodation
for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 2nd July, 1897. [1015]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Bathurst, will be despatched for the
above Ports on SUNDAY, the 4th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 2nd July, 1897. [1022]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SAMARANG AND SOERABAYA.
THE Company's Steamship

"SHANTUNG,"
Captain Frampton, will be despatched as above
on THURSDAY, the 8th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd July, 1897. [1028]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL AND
AMERICAN PORTS).

THE Steamship
"RAVENNA,"
Captain C. T. Deane, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
BOMBAY, &c., on THURSDAY, the 15th July,
at Noon, taking Passengers and Cargo for the
above Ports. This Steamer connects at Bombay
with the S.S. *Brindama* leaving that Port on
the 5th August for London direct.
Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 2nd July, 1897. [1030]

FOR SALE!
TYPHOONS! TYPHOONS!
COPIES OF THE SECOND EDITION of that
well-known and most useful work,
"THE LAW OF STORMS IN THE
EASTERN SEAS."
BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.
PRICE\$1.
FOR SALE:-
At the "HONGKONG TELEGRAPH"
OFFICE,
No. 6, Pedder's Hill,
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Messrs. KELLY & WALSH, Ltd.,
"W. BAKER & Co.,
"G. FAIRBANK & Co.,
"LANE, CRAWFORD & Co.,
"HEURMANN, HERBST & Co.,
and
F. BLACKHEAD & Co.,
Hongkong, 21st June, 1907.

NOW READY!
COMMERCIAL AND STATISTICAL
PAPERS.
No. 1—APRIL, 1897.
Being reports of meetings of Companies and
Corporations for periods ending 31st December,
this pamphlet is published for the conve-
nience of the Commercial Community and is
for sale.
PRICE \$1 PER COPY,
at the office of the
"HONGKONG TELEGRAPH,"
No. 6, Pedder's Hill.
Hongkong, 7th May, 1897. [761]

AKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to Hotels, Clubs, Messes and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [1792]

Intimations.

NOTICES TO CORRESPONDENTS.

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Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always be open for the discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

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Advertisers are requested to forward all notices intended for insertion in this paper not later than Three O'Clock on the day preceding the day of publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
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LIMITED.

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WATERS.

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latest improvements in the trade.

The Purest Ingredients only are used, and the
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Manufacture throughout.

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Analyses to be Absolutely Pure.

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GINGER ALE,
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No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for
other purposes than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 13th April, 1907.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 2, 1897.

REUTER'S MESSAGES.

THE DIAMOND JUBILEE.
LONDON, June 30th.
All the foreign Princes and Emperors are taking
their departure from London.

THE BRITISH REVENUE.
The revenue for the quarter shows an increase
of £1,500,000.

THE WRECK OF THE "ADEN."
The Daily News states that the wreck of the
Aden occurred in a violent storm. Two boats were
lowered and swamped. The life-boat, which got
away amidst tremendous seas, has not been seen
since. The Captain and other officers were
washed off the deck.
The survivors remained on the wreck for a
week in frightful weather and with the scantiest
of rations, despairing of safety.

LOCAL AND GENERAL.

H.M.S. *Albatross* is at Hankow, the *Daphne* is
lying off the Bund at Shanghai, the "second
breaker" *Esh* is at Ichang, and the *Peacock* at
Tientsin.

NO A NG, the woman charged with detaining
the girl who figures in the rape case, was
brought up on remand at the Magistracy to-day.
Inspector Stanton said that he had no more
evidence to produce and Mr. Wodehouse dis-
charged the woman on the ground of insufficient
evidence.

At the usual monthly opium sale in Calcutta
yesterday Patna fetched 1,130 rupees per chest,
while for Benares bidding was unusually lively
and resulted in a large quantity being knocked
down for 1,125 rupees per chest. These prices
show a great advance on the June prices, Patna
and Benares then being hard to place at Rs.
1,040 and 1,055 per chest respectively.

JOHN ROSS, overseer of the Kowloon water-
works, was brought up on remand at the Magis-
tracy to-day on the charge of having committed
rape on a girl 14 years of age. Mr. G. C. C.
Master appeared for the defence. After Ng A Ng,
the mistress of the house in which the girl was
living, and Sal Mut, one of the inmates, gave
evidence the defendant was committed for trial.

TO-MORROW at 6 p.m. a boat race in six-oared
gigs will be rowed between men from company
35, Royal Artillery, and a crew from the
R.E.'s. The former will have Sergeant
Butters for coxswain and the latter Sapper
Hobbs. The course will be from Kellist Island
to the *Victor Emanuel*. Both crews have been
in steady training for the past month and in
both corps the keenest interest attaches to the
race.

We hear that the *Tamar* is not to be compared
with the ancient *Victor* in the matter of comfort.
During the wet weather experienced of late her
new roof has started leaking for some
unexplained reason, and although the sea has not
been particularly heavy in the harbour she has
several times started rolling in a manner that
bodes ill for her crew should a typhoon come
along. The *Tamar* is not completed yet, so we
hope that her roof will be made water-tight and
a little ballast be added before she actually
takes the place of the old *Victor*. The beam of
the *Tamar* is less than that of the *Victor* and
this probably has a deal to do with her rolling.
She'll roll like a harpoon whale when a typhoon
happens along.

H.M.S. *Undaunted* is now in course of refitting,
and the Naval Yard authorities are busy
lengthening her funnels and doing sundry and
divers other necessary jobs about her. We
must remark, however, that it seems like
tempting providence to leave a large ship
like the *Undaunted* at the buoy during the
typhoon season with her engines disabled and
only caretakers on board. The ship is flying
light, and should a typhoon strike the colony we
fear that the strain on her moorings would be
too great, and once she gets adrift in the harbour
it will not be difficult to foretell the result.
Her crew are now on board the *Tamar* while
their own ship undergoes repair.

A MAGISTRAL enquiry was held at the Police
Court this morning by Mr. H. E. Wodehouse
into the death of a boatman on the 29th ultimo
caused by the revolution of the handles of the
wheel which was lifting a raft from the water.
Inspector Whitehead produced a sketch
of the wheel. Leung Kai, a contractor, gave
evidence that he ordered men to lift the
raft owing to a rumour that a typhoon
was imminent. Having lifted up one side
and made it fast to the sheer legs by chains,
and after they got the raft out of the water, they
began to slacken the chains. Then the whole
weight of the raft fell on the rope which was
fastened to a winch. This rope gave way and
caused the handles of the wheel to revolve,
striking the deceased and killing him instantly.
A finding of "accidental death" was
returned.

IN its issue of the 25th June the *Strait Times*
gave a review of the Jubilee doings in Singapore.
It says:—"The last two days in Singapore have
been days of unbounded festivity. A tropical
sun, with unincreased fervour, blessed down
upon scores of thousands bent upon obtaining
the full measure of permissible enjoyment. The
Jubilee week has been an unequalled success.
The treat to five thousand children was one of
the triumphs of the celebrations, and the fire-
works in the evening, with illuminations even
more brilliant than on the first night, were
exceedingly effective. After the fireworks there
were various receptions held in the godowns of
the principal firms, in fact many firms kept
practically 'open house,' as it is understood at
home. The Telegraph Company entertained
their friends in right royal style, the fine pre-
mises being thronged from nine o'clock until after
midnight. The Governor and party were pre-
sent, and the Band of the Rifle Brigade dis-
played pleasant music during the evening. Yester-
day was essentially the natives' day. The sea
sports in the morning, following on a welcome
shower of rain, proved most interesting; and
the Japanese day fireworks and the land sports
drew enormous crowds to the Esplanade in the
afternoon. In the evening, the Ball at Govern-
ment House was most successfully held.

With commendable and characteristic foresight
Admiral Sir Alexander Duff despatched Her
Majesty's cruiser *Immortalite* to Shanghai,
calculating that she would arrive late Woon-
sang just two days before the new wheelbarrow tax
was enforced. She arrived at Woon-sang on the
28th ultimo, and the commander at once made
it known that he was prepared to land in the
foreign settlements 200 men at a moment's notice.
Happily there seems to have been no cause to
invoke their valuable assistance to teach the
Chinese coolies in the north a much needed
lesson; but that may have been partly due to a
knowledge of the fact that the foreigners were
thoroughly prepared for all emergencies that
might arise, and Admiral Duff's care to have
a large fighting machine like the *Immortalite*
on the spot seems therefore to have been
specially noteworthy. We are told that certain
Goulds at Shanghai arranged to make good to the wheelbarrow men the dif-
ference between the increased and the old
license fee. That may be so, but it indicates
anyhow that the Chinese were not game to
risk another 'brush' with the foreigners
and wriggled out of an awkward position with as
little loss of face as possible under the peculiar
circumstances in which their own overt action
placed them. The difficulty appears to have
been got over in a satisfactory manner as far as
the foreigners are concerned, and the lessons to
be learnt from the serious crisis of a few weeks
ago should be well learnt by the community in
order that they may profit by their unpleasant
experiences.

WILLIAM Chambers, a private of the West
Yorks, was charged at the Magistracy this morn-
ing with assaulting a constable. It appears
that the defendant, who was drunk, kicked and
knocked about the door of a Chinese house in Eastern
district. The inmates summoned a Chinese
constable, who was passing. On approaching
the defendant he struck the constable with his
fist on his right eye-brow causing a small cut.
The defendant made a weak defence, saying that
he had an extra dose of beer. As his character
was given as "good" he was fined only \$3.

A SERIOUS accident occurred on the 21st ultimo,
at Tsjong Pagat Dock, Singapore, to Mr. John
Weir, chief engineer of the steamer *Libelle*.
Mr. Weir was going on board the *Libelle* with
Capt. Lyons, when he missed his footing and
fell down into the dock, sustaining a terrible cut
on the head and breaking several of his ribs.
Capt. Lyons and Capt. Grant rendered him
immediate assistance, the Chinese workmen,
with their usual callousness, declining to help.
He was taken to Hospital, where he lies
in a semi-conscious state, recognizing only
Capt. Lyons, who was with him the first
night. His condition is considered to be
very serious.—*Free Press*.

It was with a fling of the deepest regret that
we read this afternoon the following communi-
cation from the Hon. T. H. Whitehead, Manager
of the Chartered Bank of India, Australia and
China:—"It is with deep sorrow that we learned
from our telegram this morning that Mr. C. E.
Hume, who left Hongkong for Singapore on
17th ult., on promotion, died to-day. Mr. Hume
suffered for a day or two before his departure
from an attack of fever contracted whilst sight-
seeing in Canton, but his medical man thought
that the sea voyage to Singapore would put him
all right, as during his residence of eighteen
months here he had enjoyed excellent health
and was a keen and successful athlete, having
won the one mile foot race at the last Athletic
Sports in March. His many friends will
doubtless be grieved to hear of his untimely end,
and the Bank loses one who was a distinct
acquisition and a young man full of promise.
We are not aware of the cause of death."

INTERESTING litigation, styled the great Yap Ah
Shak case, has (says the *Strait Times* of the
22nd June) just been concluded in the Singapore
Court. The case possesses interest from
Singapore and Penang lawyers being engaged,
and sets an important precedent. The action
was brought by the widow of Yap Ah Shak, a
former Captain China, against Towkay Yap
Kuan Song, (Captain China) the administrator
of Yap Ah Shak's estate, with the idea of hav-
ing the same handed over to the plaintiff and
others. The most important point in the case
was by what law should the succession of the
estate be governed. At present there is
no law for the distribution of intestate
estates in Singapore. The Court decided that
Yap Ah Shak was a Chinese subject, that he
was domiciled in China, and that the Chinese
domicile held good at the time of his death.
Counsel for the plaintiff (Mr. Van Someren)
contended that Chinese law was not applicable,
and that English or Malay law must be followed.
This was the fourth and most important point
in the case. A Malay expert gave evidence to
show that Mohammedan law of inheritance was
essentially part of the Mohammedan religion,
and could not be held binding on an infidel.
This view was accepted by the Court, The
Court held that English law could only apply in
the case of a person domiciled in England. The
Court finally decided that the estate must be
administered according to Chinese law.

By the "Castle" liner *Arundel Castle*, which
arrived at London the other day from the Cape,
one officer and 15 rank and file of the Cape
Mounted Riflemen, were passengers, their
object being to take part in the Jubilee celebra-
tion. This small body, which might have been
larger but for the increased duties caused by the
ravages of rinderpest throughout South Africa
and the rebellion in Bechuanaland, was com-
manded by Lieutenant Phillips, who has been
21 years in Africa, and has taken part in every
colonial campaign since 1876, while the service
of the rank and file varied from 17 to three years.
The men themselves were fine representatives
of the distinguished corps for which they belong,
their average height being 5 ft. 11 in., the tallest
man being 6 ft. 3 in. and the shortest 5 ft. 10 in.
On boarding the *Arundel Castle*, at first sight
it appeared that no rifles were there, but
apparently a team of cricketers in all the glory
of black and amber blazers. However, it turned
out that, for their greater comfort on the voy-
age, they had thus dressed themselves. Sun-
burned and well-set-up, they looked men who would
catch the public eye, and says the *Globe*, from
their bearing it was plain that most had seen
service in the field. Two only were Colonial
born—Trooper Nesbitt, the son of Major Nesbitt,
an old African campaigner, who as a child was
saved from the wreck of the *Birkenhead*, and
brother of the officer recently awarded the
Victoria Cross. He is a splendid shot and rider,
and if the contingent had brought their horses
with them, would probably have had a chance
to show the South African's skill at the tour-
nament. The class of men of which the
regiment is composed may be gauged from the
fact that there was a general's son among them,
and an admiral's as well; in fact, gentlemen
"rankers" are the rule. Corporal Brown, an
excellent swordsman, was the only other colonial-
born in the party; the majority of the men came
from Pondoland, which was occupied only two
years ago, when the headquarters of the corps were
transferred from King Williamstown to Umata.
When the men landed they were their service
rig—a khaki tunic, Bedford-cord riding breeches,
blue puttees, and instead of the smasher hat and
black and amber puggaree, which is their usual
headgear, they wore charming little Australian
caps. On leaving the ship they went to Chinese
Barracks, where they were to be quartered during
their stay in England.

HERE is a page from the *North China Daily
News* that local cyclists should read, mark, learn
and inwardly digest:—"We are asked to remind
wheelmen and wheelwomen that the rule of the
road—Keep to the Left—applies to bicycles as
much as to larger vehicles, and that serious
accidents may follow neglect to observe the rule."

IN the course of next week there will be a
large fleet of British warships at Nagasaki. The
Centurion, *Albatross*, *Archer*, *Hart*, *Nardine*,
and *Redpoll* are already there, and the *Grafton*
and *Handy*, which have been lying at Yokohama
for some weeks, are now en route to
Nagasaki to join the rest of the fleet in Japanese
waters.

THE HANKOW-PERING RAILWAY.

SHANGHAI, June 28th.
Sheng Tai-jen returned from Hankow by the
Kiangyung on Saturday morning after, we are
told, completing the Belgian loan and the prelimi-
nary arrangements for proceeding with the
work of this railway. At Hankow two Chinese
officials named Wang Chiao-Nien and Chang
Yen-Hang accompanied by a foreign party have
been deputed to make a second survey of the
route, commencing with Nihkw northwards until
Paoing in Chihli is reached. This surveying party
is instructed to furnish full details as seen on the
route of the line. In joint authority with H.E.
Chang Chih-Tung, the Viceroy, and H.E. Chih-
Hsun, the Governor, Sheng Tai-jen has issued
another proclamation reiterating the advantages
of the projected railway to the country where it
passes through and commanding the people of
Hupoh to give up to the government such lands
as may be wanted for the line, in which
case the said lands will have flags and other
marks posted thereon, at the following prices:—
From outside the Tai-chih gate (where the
railway station will be) to the Yu-Pai gate
10,000 cash per mu for cultivated and 4,000 for
uncultivated lands respectively; from the Yu-Pai
gate to the Hwang-Chang-Tung and beyond,
13,000 cash per mu, with a small extra allow-
ance for good productive fields, houses on the
route of the line to be taken over by the govern-
ment, or to be removed away, (pulled down)
by the owner at his option, at prices to be decided
upon by the inspecting officers; from the Tung-
chi gate (the southern terminus of the railway)
northwards, all ground in Hupoh wanted for the
line is to be paid for at 8,000 and 4,000 cash per
mu for cultivated and unproductive fields
respectively.
We are further informed that Sheng has sent a
telegraphic message to the Grand Council at
Peking informing his superiors that the loan is
all right and that work may begin with the
building of the La-Han Railway.—*Daily Press*.

"GOD SAVE THE QUEEN" UP
TO DATE.

"Lobby," the gifted founder and editor of
Truth, agrees with a British contemporary
which recently made bold to assert that few
true-born Britons could, if challenged to do so,
recite the words of what Mr. W. S. Gilbert calls
"our illustrious National Anthem," and in the
course of a few introductory lines to a funny and
thoroughly up-to-date version of "God Save the
Queen" says:—"We all of us know the tune
of 'God save the Queen,' but when it comes to
the words that is a very different matter. The
fact is that most people are apt to sing their own
version of these words. Thus it is not difficult
to imagine the enthusiastic 'Big Englander'
yelling, with swelling chest and quivering
nostrils, some such version as this:—

Thy choicest gifts in ore
O God be pleased to pour—
On me, I mean;
Stop pen censorious,
Make me notorious,
Wealthy and glorious—
God save the Queen!
Let me grab niggers' land,
Let me control the Rand—
God save the Queen!
Let me defy the laws,
And rule without a cause;
Let me get the applause—
God save the Queen!

Then there is the Colonial magnate. One seems
to hear him carolling:—
Oh, may this Jubilee
Make me a C.M.G.
I shoud look extremely bright,
Joseph is most polite,
I may go back a Knight—
God save the Queen!

Nor does it require any very great stretch
of imagination to fancy the New Millionaire
declining with great gusto some such senti-
ments as these:—
O God, confound "the Bears"—
Send up my stocks and shares—
God save the Queen!
Oh, let me quickly get
Into the smartest set;
Make me a Baronet—
God save the Queen!

Oh, let this record year
Crown my most odd career—
God save the Queen!
Let sham philanthropy
Gild now my spogee
(All on the quiet side!)—
God save the Queen.

Think, too, what an army of subscription-seek-
ing Tail-coaters and Toggles there must now
be all over the country engaged in singing some
such verse as this:—
Hope on our projects gleams,
God help our varied schemes—
God save the Queen!
Our loyal plans we mix
With most self-seeking tricks;
On our hopes we fix—
God save the Queen!

And can we not fancy an ambitious nobleman
singing:—
Oh, I must cut a dash;
Oh, I must spend my cash—
God save the Queen!
I'm but a Marquis now,
But strewberry leaves I vow,
Soon shall enwile my brow—
God save the Queen!

Wait as to the householder on the line of
route of the Royal procession this, doubtless, is
the sort of version he sings:—
Since I have come to sell,
Oh, let me sell them well—
God save the Queen!
May every widow go
For fifty pounds or so,
Then I will shout, "Bravo!"
God save the Queen!
No credit, that's my tack,
No money given back—
God save the Queen!
Bless her a thousand fold
For what I want is gold;
Till all my seals are sold,
God save the Queen!

THE NEW RULE OF THE ROAD
AT SEA.

BY A DECK OFFICER.

(Continued from yesterday)

Art. 15.—Sound signals for fog, heavy rain,
&c. There have been added to and are more
particularly defined. A "long blast" being one
of 5 seconds, a "short blast" one of one second,
and the interval between blasts one second.
From the number of sound signals at first
proposed, seafarers may congratulate themselves
to find them no more complicated than they are.
However convenient it might be to be able to
carry on a conversation with the steam whistle,
it would become confusing if a third or fourth
party clipped in, perhaps talking a different
language. A steamship under way in a fog,
&c., makes a "long blast" exactly as before.

Subdivision 5. Provides for a steamer "under
way, but stopped and lying no way upon her."
This looks contradictory: it should be "under
weigh," as each word has a distinct technical
meaning. That is a small matter however, the
main thing is to remember the signal required;
which is two long blasts with an interval of one
second. Sailing ships make the same signals
as before, but at more frequent intervals.
Vessels at anchor ring the bell rapidly for about
5 seconds at intervals of one minute. There is
another sound signal for cable steamers and
vessels not under command, part of the
innovations proposed at the Washington Con-
ference, and which led to such determined
opposition from shipping people generally.
The effect of these multiplied sound signals in
fog around the home coast in the coming winter
may be looked forward to with some misgiving.

Art. 16.—Reiterates that speed must be
moderate in fog, &c., and adds "having careful
regard to existing circumstances." It is to be
hoped that it has always influenced the master of
a ship. That shipowners, either by the reck-
lessness of their commanders, or by the pressure
of the owners to make speedy passages, are driven
at full speed in foggy weather is undeniable.
No argument in favour of it, whether to maintain
the effect of current or increase the turning
power of the vessel, justifies the practice in face
of the serious risks incurred. A direction is here
given which imposes caution upon all alike upon
steaming a sound signal from apparently before
the beam. To those in charge of vessels thick
weather will always cause anxiety as to collision
or stranding, and it behooves every Captain to
make the most intelligent use of every means
in his possession to avoid accident.

The Steering and Sailing Rules open with a
piece of information with which not one in a
thousand is not well aware of. It is one of those
kindergarten precepts the Marine Department
thinks so necessary to assist the comprehension
of the unaided mind.—It is doubtful if the Rules
as published by either Government contain
these extra touches.

Art. 17.—Leaves the rule as to sailing vessels
without any alteration. The opportunity might
have been taken to provide for two vessels
close-hauled on the same tack, a position which
often leads to close shoving. Neither in any
change made as regards two steamers meeting,
or crossing. Art. 18 and 19.

By Art. 20.—A steamer must still keep out of
the way of a sailing vessel. Chinese craft are
fully alive to this, and manoeuvre around
steamers in a way which seems to invite colli-
sion with an eye to damages probably.

Art. 21.—When one of two vessels has to
keep out of the way the other shall keep her
course and speed, unless they are so close that
the ship which has to give way cannot clear the
other then, the latter has to take such action as
will best avert collision.

Art. 22.—Directs going under a vessel's stern
rather than crossing her bows, when requiring
to keep out of the way.

Art. 23.—In making it compulsory for
steamers which has to "keep out of the way," if
necessary slacken her speed, or stop, or
reverse, "has a change in the wording neces-
sitated by the addition of the word speed to Art.
21, and which at first sight may be
thought not to cover the whole case as well as
before. If it be asked, what about two steamers
meeting?" In a narrow channel or river, then
as each has to keep out of the way of the other
it is equally incumbent on both to "if necessary"
slacken her speed, &c. The change of place of
the words "if necessary" in the article makes a
big difference in its application, and renders it
more workable and likely to be observed.

Art. 24.—In declaring that an overtaking
vessel shall keep out of the way, defines what
is meant by "overtaking," i.e., "coming up with
another vessel from any direction more than two
points abaft the beam," and states, what is
equally important, that no subsequent alteration
of bearing will relieve her from the duty of
keeping clear until past. By day when a vessel
cannot exactly judge whether according to this
she is "overtaking" another, she is to give her
the benefit of the doubt, and keep out of the way.

Art. 25.—Is the junction to keep to the
starboard side of the fairway unchanged.

Art. 26.—Is entirely new and directs sailing
vessels to keep up of the way of vessels sailing,
but the rule does not accord to the latter the
right to obstruct any fairway used by other
vessels.

Art. 27.—Qualifies all the others, and reminds
us that there may be circumstances in which
the rules cannot with safety be complied with.
Art. 28.—Makes the formerly optional sound-
signals compulsory now, and leaves them as
before, viz.—a short blast, "I am directing my
course to starboard," a short blast, "I am
directing my course to port," a short blast,
"my engines are going full speed astern."
This will relieve more frequent use of the
whistle and will compel a much needed improve-
ment in the efficiency of the whistles of one-
third of the steamers frequenting the port. A
whistle that cannot be relied on to emit a sound
without a preliminary sputter and wheeze would
be worse than useless in this connection. A
reprehensible practice on the part of many is to
give a "short blast" for what may be considered
a small amount of danger; this has been seen
more than once in this harbour to lead to mis-
apprehension. It is to be hoped that the water
police are apprised of this impending change as
to raise no false hopes of "making" cases.

Art. 29.—Remains unchanged in all its former
comprehensiveness.
Art. 30.—States that the Rules do not inter-
fere with the operation of local rules, duly made,
such as might for instance be made with the
consent of the foreign Consul, to regulate the
passage of vessels over the Woon-sang bar to
Shanghai.
Art. 31.—The last, and which relates to dis-
tress signals remains as before, with the addi-
tion that the continuous sounding of a top-gallop
apparatus is to be taken as a signal of distress.

